

OUR COMPLETE SHORT STORY—

:: CAR THIRTEEN ::

By E. JERVIS BLOOMFIELD

BENTON wiped his glove over the inside of the windshield. Ice crystals showed in the plash against the two arcs of the swipes.

"A couple degrees drop and it'll be snow, sergeant."

I roused myself. "Yeah. Makes dirty driving. But we only got a quarter hour till four."

"Right."

"We haven't been shooting the breeze much. Don't you and Williams talk?"

"Not much. I'm no hand at gossip."

"Married?"

"Yeah."

"How long?"

"A bit over a year."

"Tough having to work nights."

Harry Benton was a new man. When his partner was taken sick, I'd had to pinch hit.

Car Thirteen eased onto Fifth Street, and the clock showed ten to four. The slush was getting thicker and the trolley tracks didn't show any longer.

The radio crackled and I saw Harry stiffen.

"Car Thirteen. Calling Car Thirteen. Code sixty-seven. Code six seven. That is all."

That woke me up plenty.

Harry turned carefully and stepped on the gas. The wheels spun. I was getting mad.

"A hospital call, with ten minutes to go! I tell ya, Benton, there is no justice!"

He nodded. "Maybe not... and again, maybe..."

We hadn't gone two or three

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blocks when the radio peeped again. Harry eased on the gas.

"Calling all cars. Calling all cars. Code twenty-three. Code two three. All cars..."

We crawled a little as he touched the brakes. I was too sore to speak.

"Well...?" he asked tentatively.

"That's inner blockade—that's dynamite," I said. "What would you do if you were sergeant?"

Reluctantly he started the U-turn. "Head for West Waterway—that's our station. But they ought to cancel."

Then the radio came in with details: "Stick-up at Maynard's. Get-away car is tan sedan. Car Thirteen cancel six seven..."

"There it is!" I swore. "There is no justice. It's not as though they ever show up—just keep you waiting all night."

"Yeh!" Harry looked grim as he pushed the walling car into the whitening night. It didn't take two minutes to reach the bridge. He came to a stop in the middle of the viaduct, switched on the roof spot, unloosened his holster.

He reached for the riot gun, opened the door.

"Never do show up. Just keep you waiting until you're froze."

Then two headlights showed from the city side, grew bright and wider apart. They were belting right along.

Harry twisted the spot as I circled. The light caught the other driver. He locked his wheels, swung sideways.

I heard Harry yell, "Get clear, sergeant!"

He backed his spinning wheels over the footwalk. I slid for points north. The tan sedan spun between us like it was acting for the movies. It finished one circle, kept going.

The tail-lights faded, and I heard Harry howl, "It's them! Jump in!"

The outfit was well in the clear before we set sail again. I called HQ on the two-way and gave them the dope. Then we started to edge up on them. The way we travelled over



WORLD'S BIGGEST PLANE MAY BE FIRST AND LAST FOR U.S. ARMY — The U.S. air force admits that while it has bought the world's largest land plane—the Consolidated-Vultee C-99, shown here—it doesn't know just what to do with it and has no desire to buy more. Statistics revealing it was 182 feet long, 57 feet high and would carry 400 fully equipped soldiers were released by the air force. Most aeronautical engineers believe the C-99 could land only on three or four fields in the U.S. and as few outside the country. One U.S.A.F. spokesman said: "It taught us a lot of things. It taught us not to buy any more."

that slick made me nervous.

"Keep this up, and we'll finish in the morgue."

"Yeh? Better limber your gun and start on their tires!"

Little stabs of red flame came from the car ahead. Our windshield clobbed as the slugs hit.

I pushed open the gun port, went to work—and I wasn't aiming at rubber.

The driver gave a little jerk and the sedan started to weave. The man on the right leaned over, tried to manhandle the wheel. They hit the curb, slid on one side until a building stopped them. It took us another hundred yards to get ourselves under control.

Back at the wreck you could hear the wail of other sirens, like a pack of hungry wolves. It wasn't until the ambulance and dead-wagon had come and gone that the lieutenant gave us the good word.

"Back to the station and make your report. Then you can check out."

I stamped the snow from my boots. "About time. But I'm glad we were there. They sure came hellbent across that bridge."

Harry wheeled us right smart to town. But he missed the turn off Fifth to headquarters.

"Hey! Where ya going?"

He grinned. "I haven't forgotten that code six seven."

"Hospital call! That's forgotten. What do you want to follow that up for?"

"The wife's there. I asked them to tip me off—I'd like to know if it's a boy or a girl!"

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Horse Population Declining Rapidly

TORONTO.—The horse population in Canada continues its rapid decline, due to old age and the processing of horses for human consumption. T. P. Devlin, of Winnipeg, Man., secretary-treasurer of the Clydesdale Horse Association of Canada, told the annual meeting.

Mr. Devlin said the two processing plants at Swift Current, Sask., and Edmonton, are working at capacity. Since these plants started operations two years ago, \$7,000,000 in products have been sold from the processing of 100,000 horses, he added.

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Western Briefs

ARCOLA, Sask.—This southeastern Saskatchewan town's first woman settler, Mrs. Lovinia Beggs who settled here in 1882, celebrated her 100th birthday recently. Born in Prescott county in Ontario, Mrs. Beggs received congratulatory telegrams from the King and Queen and Prime Minister Mackenzie King.

RED DEER, Alta.—Plans for another Alberta pulp mill are being contemplated by an anonymous client of a Seattle engineer. The mill is to be located in the Red Deer area. Application for a timber berth has been made to the provincial government.

KELOWNA, B.C.—Hunters coming to British Columbia increased nearly 500 per cent.—from 4,000 in 1943 to 19,000 last year, Game Commissioner James Cunningham told Kelowna Rod and Gun club. "That's a little bit more than B.C. can stand," he said. "Tourist associations may be proud of these figures, but they give the game commission cause for alarm."

WINNIPEG.—Grocery and department stores here have launched a campaign to wipe out shoplifting, with 16 convictions on such charges recorded since beginning of the year, city court officials said.

GWYNNE, Alta.—A new central school of 5 rooms is being planned for Gwynne, Alberta, in the Wetaskiwin district.

MANY U.S. TOURISTS **VANCOUVER.**—United States tourists visiting Vancouver in 1947 numbered 612,052, more than double the annual average before the war, the tourist association announced.

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Gives Warning Of Grasshopper Plague For 1948

REGINA.—Warning that grasshoppers, the bane of western farmers during the mid-thirties, would be more numerous and widespread in Saskatchewan in 1948 than in any year since 1940, was issued by Agriculture Minister I. C. Nollet.

Referring to the 1948 grasshopper forecast prepared by the Dominion entomological laboratory, Saskatoon, he urged municipalities to order bait and other supplies immediately in preparation for an all-out control campaign.

"Bait spreaders should be put in working condition now," Mr. Nollet said. "A good poisoning campaign can prevent spring damage to crops and poisoning in the spring can also reduce the extent of crop damage by winged grasshoppers in the fall."

The Dominion entomological laboratory forecast showed grasshopper eggs present in sufficient numbers in 170 municipalities to threaten crops this spring, with the infested area extending southward from North Battleford to the U.S. border and from Alberta eastward to Weyburn,

LEDUC OIL FIELD MAY LAST 25 YEARS

CALGARY.—The Leduc oil field may last 20 to 25 years if produced at an economical rate, J. D. Gustafson of Calgary, representing the Imperial Oil company, said at a public hearing before the Alberta Petroleum and Natural Gas Conservation board.

The hearing is being held to hear submissions from oil companies interested in the field on production rates to be imposed on oil wells in the field to allow for economical production.

Regina and Estevan.

Intensity varies from very light and patchy to continuous and severe. Infestation is largely of the roadside and field margin type, although light to moderate stubble infestation was found in all the severe and moderate areas south and east of the South Saskatchewan river. Over the rest of the area field infestations were very minor except in a few areas of light soil.

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Keeps in the cupboard



—By Les Carroll

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